

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

A. S. WATSON & CO.,

LIMITED.

THE LEADING MANUFACTURERS

OF

AERATED WATERS

IN THE

FAR EAST.

THE MACHINERY in use is of the
latest design and most up to date character.ENGLISH EXPERTS manage our
factories, and their practical knowledge
produces an article that is unrivalled for
its excellence.THE WATER used is the purest in the
Island, and is skilfully filtered on scientific
principles.We use only the best and most expensive
ingredients, guaranteeing ABSOLUTE

PURITY.

We quote Special Terms to large
consumers.A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns
should be addressed to THE EDITOR.
Correspondents must forward their names and
addresses with communications addressed to the Editor,
not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.
No anonymously signed communications that have
already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should
be sent before 11 a.m. on day of publication. After
that hour the supply is limited. Only supplied for
Cash.
Telegraphic Address PRESS—A.B.C. Code.
P.O. Box 33. Telephone No. 12.

The Daily Press.

HONGKONG, August 17th, 1907

It is unfortunately the case that the most difficult portion of the contest in China has not yet come to be discussed amongst the nations, though each and all would willingly have evaded the task. As long as the actual contest was merely one of words or even of "spheres" there was some hope that a solution of the difficulty would have come of itself from some hitherto unsuspected quarter, and hence Mr. Hay's Memorandum, which, without committing any to any very definite line of policy, yet held out a point round which might be gradually accreted the pearl of a common policy, was gladly accepted by all as at least a temporary alleviation of the strain which all alike felt was becoming too intense for easy endurance. To use the old Alabastrian simile the oyster has been opened and the seed-pearls of western civilisation inserted, and it now only required a little patience to abide the result, for each to draw out his share of the growing gem. But China had no stomach for the process, the seeds, albeit minute, kept up a process of irritation inconvenient to her ostentatious digestion, and she determined for all to get rid of the offending bodies. The well-meant scheme of Mr. Hay which was to have preserved her from external damage and kept her juices intact, was suddenly rendered ineffective, and China, which had for so many ages kept herself concealed from the rude rays of vulgar light, has suddenly, and with almost explosive

violence, disclosed the innermost workings of her vascular system. Now, however, that the oyster has opened the world the tedious process of opening, and lies naked and bare for the first time by to make a meal of, the question which comes into prominence before all others is, What to do with her?

Without any very decisive scheme of deglutition, England had been assiduously watching the bivalve during the term of growth of the big pearl, which she hoped one day to add to her jewels; and for a time she was left almost alone in herself-imposed task. But a spirit of curiosity to see what she could be so intently engaged on led others first to take a furtive look, and finally to set themselves down as watchers in their turn. First came France, herself engaged in a similar task on or about her southern fringes. Then Germany sniffed the breezes of the wide Pacific, and commenced to nibble about China's coasts, and was quickly followed by Russia who had noticed something particularly fascinating about the apparently barren steppes of northern Asia. Then little Japan smelt a sweet savour arising from her broad seaward plains; and finally America, her next-door neighbour, thought it hard that she alone should be left out in the cold. None of them pondered what the oyster herself was thinking of. She was but a mollusc, it was true, and a mollusc's sensations are not very acute, and might fairly be left out of consideration. But though the oyster's senses were not very acute, nor her nervous system very highly developed, she had still some primitive organs of sensation, and the grains of sand that each had left irritated her—how she in her semi-developed condition did not quite understand; so by a sort of reflex action she determined to get rid of the offending particles. Of course, if her mental faculties had been developed to the same extent as her merely sensual ones, she would have seen the impossibility of the process, but who ever knew an oyster to reason? So with one great convulsive effort she tried to cast out the offending particles, but burst herself in the struggle, and now lies stranded and helpless on the beach as oyster indeed, still luscious, but for ever deprived of the power of rehabilitation.

But it is characteristic of the lower creation that the lower the form the more tenacious it is of life, and the gargantuan life of the oyster is no exception. The oyster is there, indeed, to all intents dead, yet of those around no one dares to begin the feast. Each thinks his own capacity sufficient to bolt the tempting prize, but in the face of his neighbour each shrinks from undertaking the task. Nor is the hesitancy aught but natural, for each feels that the first that begins will have to face in mortal combat, not one, but all his neighbours. Yet something has to be done, and that quickly. The first thing is, of course, to hurry up to Peking, to collect the *disjecta membra*, and to look after the morsels ejected; but it is only too evident from the muttered growls and occasional snarls that meet one's ear that the concord that prevails is much the same which rules amongst a pack of wolves in pursuit of a lonely traveller on the steppe. The sensible proposition that the advance should be left to one of the Powers on behalf of the common interest, with, of course, proper guarantees, did not meet with acceptance amongst the hungry crowd, each of whom feared to lose the tit-bits, so all set off together with a whoop and a shout. Looked at in the abstract, the work is not that of sensible men; but who ever yet found a man sensible when an oyster lay before him on a plate ready opened, waiting to be devoured?

But leaving our simile to one side, what is really to be done now that the display of mere savagery at Peking has rendered impossible the continuance of the present administration? A lesson as to the really barbarous basis of the pretended civilisation of China has been given, which it would be well for us not to forget nor to attempt to gloss over, and this naturally leads to the first conclusion. Whatever government we establish in China can only be, as it were, in a go-cart till the infant can walk and control his own conduct. But how, out of the motley and snarling group who would assume the task, are we to find an honest and unbiassed man fit for the purpose? We confess we can find no reply. Next as to the seat of government. No sensible man would suggest its being revived in Peking, the city of crime and intrigue. But, as we suggested, where is our sensible man to be found? Even more than Peking as a capital, Nanking enjoys the prestige of former greatness, and is moreover in the centre of the Empire and in the heart of the Chinese people. But if England were to propose Nanking, Russia, who has hitherto been the gainer from those very intrigues that have disgraced Peking, would at once refuse it, as too central and too accessible. Again, as to the head. Those who valued the future well-being of China, and desired to see the Empire revived on civilised lines, would at once say, Restore the young Emperor KWANG HAI, who alone

amongst the statesmen of China saw the evils that were eating into her as a canker, and was prepared with a remedy. But who values the future well-being of China, except as an heir values a reversionary estate? Not Russia, not France, not Germany, not Japan. Perhaps in theory the United States, and in practice England, because she has had experience in her history of the effects of absorption, and would prefer being spared the necessity. Russia would fear lest the reforms introduced by the young Emperor should run on English lines. France would fear lest he might block her insidious march into Yunnan, and ruin her rickety baby of a Colonial Empire. While Germany would dread the effacement of the Teutonic tongue, were that blessed word *hinterland* to fall out of use. We speak not of Italian idylls of a fruit farm in Fuhkien, of Japanese police in Chekiang, nor of Belgic rails and Belgic locomotives everywhere, because these are things which of themselves are not pressing, unless the ugly rush that is apt to finish up a too festive entertainment, but we have said enough to show the nature of the task before us. Fortunately the one Power, that consistently—consistently because she has had experience of the vanity of the other course—is disposed to act from motives beyond the mere territorial ambitions of the moment, is in a position to exercise some authority in the settlement, and this affords the one bright ray of hope through the unpleasant atmosphere of hate and base intrigue that looms around. The Ministry, and with the Ministry, the Country, has declared that England will be no party to the partition of China, and that China must be left for the Chinese. If the nation be determined to see out this programme, and use its influence and power to induce order amongst the quashing crowd, it will deserve, and will doubtless gain, the universal applause of the nations, whom it will have saved from a wicked, and what is worse than wicked, silly internecine conflict, where in all shall have lost, and the would-be prey shall be found after all to be a mouthful too huge and bitter to be swallowed.

But (and above all) let us not in our administration of justice again forget revenge for punishment. Let us have no destroyed Summer Palaces, as emblems of our imbecility, and our inability to administer the first principles of right and reason. But let us on the other hand be held back by no principles of mere expediency or sentiment from the most condign punishment of those individual actors who have brought about the present state of affairs. The Empress Dowager, the truculent Prince TUAN, and his supporters LI PING HENG and TUNG FUHSIANG; for such wretches no punishment can be too hard or too degrading, and it would be well that what were done were done well, and done publicly.

It is with the utmost satisfaction that we are able to dispose of a mischievous blunder or misstatement. Yesterday our contemporary the *China Mail* published a telegram from Shanghai, stating that the British troops sent from here to that port in the transports *Hindia*, *Zemania*, and *Canning* were not landed "owing to the intrigues of the French and American Consuls with certain American missionaries in the employment of the Chinese, helping to frustrate the action of the British authorities." Here was an explicit statement which at the time we had no means of contradicting, though we entertained strong doubts as to its reliability, which were not wholly dissipated by the receipt of our telegram dated Shanghai, 15th inst., 8.40 p.m., to the effect that the transports with the Indian troops on board had "been ordered" to sail for Weihaiwei to-morrow (Thursday) "morning, but there is still some hope that they will be allowed to land their men here." This message seemed to indicate that there had been a hitch somewhere, but it was difficult to believe that the United States Consul, who had been working so loyally with his British colleague, would join in an attempt to deprive Shanghai of the reassuring protection of a military force sent for the express purpose of restoring confidence there. We accordingly took the liberty yesterday to telegraph to Mr. Goodnow, the United States Consul at Shanghai, to ask if the statement was true, and promptly received an emphatic reply in the negative, with the assurance in addition that "all the Consuls were working harmoniously." This official denial will, we trust, set at rest all fears and suspicions as to the accord of the Consuls at Shanghai having been disturbed. At the same time we cannot too strongly deprecate the putting into circulation of reports like the above, which are eminently calculated to bring about ill-feeling and to sow wide-spread distrust. At no time in the history of foreign intercourse with China has it been so necessary to avoid friction between foreigners. We ought all to have one common end and aim in view, and it is little short of treachery to the common weal to scatter seeds of distrust and jealousy among

the different nationalities.

The German Mail of the 12th July was delivered in London on the 13th inst.

During the 24 hours preceding noon yesterday, there were reported two fresh cases of plague and two deaths.

An American contemporary gives the number of Roman Catholic converts throughout China as 609,360.

The Korean Emperor has contributed 1,000 koku of rice, 1,500 bags of flour and 2,000 boxes of cigarettes for the allies in North China.

We received from the U.S. Consulate-General yesterday morning the following typhoon warning, issued from Manila Observatory at 9 o'clock a.m.: "Probably depression far out in the Pacific towards N.E. of Manila."

Yesterday Sergeant Garrod observed two men delivering letters in Wellington Street, and finding that the letters had entered the colony without coming through the post he took the offenders to the Central Police Station, and Mr. Hazeland fined them each \$100.

Sanitary Inspector E. Rogers had some trouble with some dust-cart coolies yesterday morning. Two of them turned obstreperous, refused to work, and endeavoured to get the others to leave off. Mr. Rogers took them up to the Magistracy, where they were each fined \$10 for disorderly conduct.

To-morrow Mr. Hazeland gives his decision in the *Cheong Yuen* launch case. Mr. Reese contended on behalf of the crew that the goods, of which they are alleged to be in unlawful possession, were left on deck by the pirates who had gone on board as passengers, and that the defendants were innocent of the offence with which they were charged.

Inspector Cuthbert and a party of police who visited No. 1, Gough Street, found some men playing *pai kau* there. They arrested 12, all men occupying fairly good positions, and yesterday Mr. Hazeland fined the keepers \$250 each and each of the others \$10. They alleged that the place was a private club, but Mr. Hazeland declined to be bamboozled by such a story.

We are informed by Messrs. Gibb, Livingston & Co., agents for the British North Borneo Co., that the British North Borneo Government has intimated its willingness to offer free grants of land alongside the line of railway to Christian Chinese refugees who may desire to settle down in that country.

About two o'clock on Wednesday afternoon Inspector Baker and a party of police raided house No. 5, Third Street, where they found a number of men playing *pai kau*. Sixteen of them were arrested and several escaped. Only the latter attempted to get to the next house by walking along the verandah. He, however, lost his footing and fell into the street, sustaining such injuries that he died shortly afterwards. Of those arrested two (the keepers of the house) were fined \$50 each and the rest \$3 each.

Madam Alice Esty Marsh, professionally known as Miss Alice Esty, is expected to join her husband, Mr. Alec Marsh, in Hongkong at no very distant date. Now photographs of her appear in several of the home illustrated papers recently to hand. Madam Marsh is an American, born and educated in Boston, but she has thoroughly settled down in England, though travelling remains one of her greatest pleasures. According to an interviewer in *The King*, of the forty-eight operas that make up her repertoire, Madam Marsh finds it hard to make a special choice; but one of her most pleasant recollections is that of a concert at Balmoral in 1898, when Her Majesty personally presented her with an enamel pendant set with pearls. On this occasion Madam Marsh and her husband, after the concert, were hidden to remain during the evening in the drawing room—an unusual honour.

A somewhat interesting law suit, and one which is not without local interest, is engaging the attention of one of the United States Circuit Courts. It is a claim made by the Joseph Ladno Gold Mining Company against the Frankfort Marine Insurance Company, of Frankfort-on-Main, on a policy for the charter money earned by the Government transport *Morgan City* up to the time the vessel was wrecked in the Island Sea. It appears that the *Morgan City* was chartered for \$600 a day; and that the plaintiff Company paid the defendants a premium of \$750 for \$25,000 of insurance on the charter party to be earned. The transport was wrecked last September, and up to that time she had earned under the charter \$13,400. The total amount of the charter was \$54,000, so that the loss resulting from the wreck was \$40,600. The sum sued for represents the proportion of insurance earned by the transport after the making of the charter.

Lau A Fung, mistress of a brothel at 568, Queen's Road West, appeared before Mr. Hazeland yesterday charged first with taking a girl named Chan Tai Ho in pledge, and secondly with unlawfully detaining her against her will and compelling her to become a prostitute. It seems that the girl is married and her husband came to Hongkong from Hothow. She followed him, and as she had no money with her, which to pay for her passage, she borrowed \$20 from a man who was on the boat. She had nowhere to go when she landed, and this man took her to 568, Queen's Road West, on the 15th March. She says she saw the mistress give the man \$20. She was not willing to become a prostitute, but the mistress compelled her, beating and pinching her when she refused. Ultimately her husband happened to see her, and he gave information to the Registrar-General's department, who took the girl out of the house. The case was adjourned until Saturday.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 16th August, 9.36 p.m.

EMPEROR AND EMPRESS DOWAGER
TAKEN TO HSIAN-FU.

It is reported that the Empress Dowager with the Emperor as her unwilling companion left Peking on the 6th instant for Hsian-fu, under the escort of Prince Tuan and General Tung Fuhsiang.

ALLIES AT TUNGCHOU ON
MONDAY.

The Allies reached Tungchou on Monday, the 13th instant. The Chinese troops and the Boxers are much demoralised.

LEGATION ALL RIGHT ON
THE 11TH.

Sir Claude MacDonald reports "All right on the 11th instant."

TRANSPORTS STILL AT WOOSUNG.

The British transports remain at Woosung, awaiting final orders.

ILLNESS OF LUI KUNG-YI.

Viceroy Lui Kung-yi at Nanking is reported dangerously ill.

THE REPORTED CONSULAR FRIC-
TION AT SHANGHAI—
A DENIAL.

So much surprise and disgust was expressed locally over the telegraphed statement from Shanghai that Mr. Goodnow, the U.S. Consul-General, certain American Missionaries and the Comte de Bezaure, Consul-General for France at Shanghai, were opposing the landing of the British troops sent up for the protection of the Foreign Settlements that we thought it desirable to ascertain the truth of the statement. We accordingly wired to Mr. Goodnow yesterday as follows:—

"Reported here that you and American missionaries with Comte de Bezaure are opposing the landing of British troops. Is this so?"

The reply was as follows:—

Shanghai, 16th August, 4.28 p.m.
"No, that is one of ———'s
bunders. All consuls are working harmoniously. GOODNOW."

* Reference to a correspondent.

THE WAR IN SOUTH
AFRICA.

LONDON, 15th August, 7.25 p.m.

REPORTED SAFETY OF ELANDS
RIVER GARRISON.

It is unofficially reported that the Elands River garrison is, after all, safe with a convoy. There have been, however, some casualties.

REUTER'S SERVICE.

LONDON, 14th August.

STRIKE OF STOKERS AT
MARSEILLES.

A strike of stokers at Marseilles prevents the Messageries Maritimes steamer *McIlhenny* from sailing for China.

RUSSIA AND CHINA.

Russia continues to mobilize on a large scale for service in the Far East.

LOSS OF A FRENCH DESTROYER.

The French destroyer *France* has been sunk after colliding with the Flag-ship *Brennus* off Capt. St. Vincent. Fifty of the crew were drowned.

THE UNITED STATES AND CHINA.

America, in reply to the communication of an edict appointing Li Hung-chang to negotiate the cessation of hostilities, refuses emphatically to negotiate, until her demands are complied with.

LATEST STEAMER MOVEMENTS.

The steamer *Saxonia*, from Hamburg, left Singapore for this port on the 14th inst., and may be expected here on or about the 19th inst.

The steamer *Drummond*, which landed at Shanghai for New York, arrived at her destination on the 13th inst.

The steamer *Sibiria*, from Hamburg, left Singapore for this port on the 15th inst., and may be expected here on or about the 20th inst.

The C. P. R. steamer *Empress of China*, arrived at Kobe at 8.30 a.m. on Wednesday, the 15th inst., and left again at 4 p.m. same day for Yokohama, where she was due to arrive at 3 p.m. on the 16th inst.

The N. Y. K. steamer *Kanagawa Maru* (European Line), left Kobe via Moji on Wednesday, the 15th inst., and is expected to arrive in Hongkong on Wednesday, the 22nd inst.

The C. P. R. steamer *Empress of India* arrived at Nagasaki at 7.30 a.m. on Thursday, the 16th inst., and left at 5 p.m. same day for Shanghai, where she is due to arrive at 5 a.m. on Saturday, the 18th inst.

The C. P. R. steamer *Porter* arrived at Amoy at 8 a.m. to-day, and left at 11 p.m. for Foochow.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

The British transport *Rena* reached Hongkong yesterday from Calcutta, having on board a squadron of the 16th Bengal Lancers (3 British and 4 native officers, 120 N. C. O.'s and men, 103 followers, 182 horses and 73 mules), a Survey Party of one British and 4 native officers, with 33 followers, four men and four followers of the Native General Hospital, and 3 native officers, 5 men, and 23 followers of the Supply Column.

The *Narani* and *Delunga* departed yesterday for Shanghai, and the *Itawa* for the south.

ON THE WAY.

The next arrivals of transports which may be expected from the south are those of the *Multra*, with the 2nd Coolie Corps and 54th Native Hospital; *Fultra*, with a squadron of the 16th Bengal Lancers and a Veterinary Field Hospital; and *Sunda*, with another squadron of the Bengal Lancers, the staff of the Cavalry Brigade, and 57th Native Hospital, all due about now; *Uyada*, with a squadron of the 3rd Bombay Cavalry and a section of the Native Field Hospital, due to-morrow; *Clive*, with the 34th Pioneers and Native Field Hospital; *Ula*, with a squadron of the 3rd Bombay Cavalry and a section of 57th Native Hospital; *Antillian*, from the Cape, with a siege train; *City of Cambridge*, with 4th Coolie Corps, and 54th Native Field Hospital.

TSINGTAO.

THE WHOLE GERMAN FORCE.

The *N. C. Daily News* correspondent writes:—The German force here, when combined with those now on the way outward, will make a total of seventeen men-of-war and 25,000 men. Of these Lieut.-General von Lessel will command the land forces, and Admiral von Bendemann the navy.

ATTEMPTED RAILWAY DAMAGE.

News reached us on Friday, the 27th of July, from Kiaochow city, that an attempt had been made by a band of Chinese rioters to destroy the railway lines. The *modus operandi* was to abstract nails and screws wherever they were seen, these being more easily portable—in relation to their mechanical importance—than any other parts of the line. The detachment on guard over the line caught the men in the act, and fired on them. The fire was returned, but finally, with a loss of three men killed, the Chinese retired.

NEAR TRIMO

The Chinese are also very troublesome, and anti-foreign placards are freely posted on the walls. Dr. Schrammer has gone down to consult with the resident Chinese magistrate in regard to this, that it may be forbidden, and if possible stopped.

FROM OFFICER TO BOXER.

A Boxer was brought in from Laotsun on Thursday. He had been seized and searched, and a number of placards found hidden in his clothing. It seems that this man had at one time been an officer in the Chinese army, but had joined the Boxers. His seizure was the direct result of his making speeches against foreigners, urging that they be all driven out of Tsingtao. He will be shot.

HONGKONG VOLUNTEER CORPS.

KOWLOON DETACHMENT (FIELD BATTERY).

The sixth and final competition for the "Gillies" Cup took place on the Association Range, when Gnr. Lapsley was the Cup outright with the two best aggregates out of the series of six competitions. Gnr. Stewart not being a competitor. The following were the best aggregates:—

	Best Aggregate	Total
* Gnr. Stewart	95	102
Gnr. Lapsley	95	99
Sergt. Rafter	95	98
Gnr. Evers	88	103
Gnr. White	91	94
Bomb. Deas	89	93
* Gnr. Ratley	91	90
* Gnr. Baldwin	84	89
Gnr. Donaldson	76	90
* Scratch		

A rather good story is being told about the Bishop of A—, who enjoys a good dinner, and does not disdain to punish the port. He was to pay a visit to the Bishop of C—, who is a rigid teetotaler and a prominent member of the Good Templars. Shortly after his arrival his host took him aside, and said to him, "confidentially, I hope you will forgive me, but I can not have any wine on my table, but," he added in a whisper, "you will find an excellent bottle of port up in your bedroom." A few months later, the Bishop of C— paid a return visit to the Bishop of A—. Just before dinner, the latter took him aside and said, "I know you forgive me. It is one of my principles never to have water on my table, but," confidentially, "you will find an excellent bottle of water on your dressing table."

FACTS OF ABSORBING INTEREST

TO THOSE WHO ARE IN THE

CLUTCHES OF RHEUMATISM.

One cannot be too quickly cured of Rheumatism. To get rid of those awful pains that make life a never ending series of torture, now mild now excruciating, to-day in bed, to-morrow hobbling around in crutches—to be relieved of one's condition is always the happiest period of one's life. Little's Oriental Balm has effected thousands of wonderful cures of long standing cases of rheumatism, cases that were supposed to be hopeless and beyond the reach of medicine. The cures have been so complete and permanent that Little's Oriental Balm is undoubtedly the true specific to cure Rheumatism.

Mr. N. Bell, Westport, N. Y., says:—

"For 10 years I suffered from rheumatism at times so severe that I could neither walk nor lie down. I used Little's Oriental Balm, and completely cured me, notwithstanding that my case was chronic and baffled the skill of the best physician." Sold at 1s. per bottle. Agents for Hongkong—THE VICTORIA DISPENSARY, LTD.

1888

NEW ADVERTISEMENTS

SOLICITOR, Ten Years' Practice in New South Wales, Australia, seeks ENGAGEMENT as MANAGING CLERK or otherwise.
Certificate produced on application to—
WILLIAM FITZGERALD,
2230
Post Office, Hongkong.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel on **TUESDAY**, the 28th August, 1900, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1900, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 22nd to the 26th August, both days inclusive.

By Order of the Board.
C. MOONEY,
Secretary.

Hongkong, 17th August, 1900.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the RATE of 5 per cent. (Two Dollars and Fifty CENTS PER SHARE) for the six Months ending 30th June, 1900, will be **PAID** to those Persons who are registered as Shareholders in the above Company on the 31st August, 1900.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 27th to the 31st instant, both days inclusive.

By Order.
EDWARD OSBORNE,
Secretary.

Hongkong, 17th August, 1900.

FOURTH GYMKHANA MEETING.

SATURDAY, 25th August.

EVENTS.

1.—4.45 P.M.—**LADIES' NOMINATION.**—Orange Race.—6 Chairs. 2 Runs. Man on pony to pick oranges off chairs and toss above head, going full speed. Ponies deducted for lack of pace. Entrance Fee \$1. Prize from Gymkhana Fund.

2.—5 P.M.—**TEXT-PEGGING** AND **TURK'S HEAD**—3 runs. Points for pace. Points: 1 for Turk's Head; 5 for a take; 5 for a draw; 1 for a touch. No restriction as to animals. 1st Prize presented; 2nd Prize \$25. Entrance \$2.

3.—5.30 P.M.—**HALF MILE RACE.**—For all China ponies. Weight for height as per scale. Penalties: 3 winners 1 race this season 5 lbs; 2 races 7 lbs; 3 races 10 lbs. Four to start or no race. 1st Prize presented; 2nd Prize \$10. Entrance \$2.

4.—6.45 P.M.—**POLO BALL RACE.**—In pairs, alternate strokes, round a post and back through goal. All polo ponies. 1st Prize presented. Entrance \$2.

5.—6 P.M.—**LADIES' NOMINATION.**—Differently coloured ribbons are put into sealed envelopes and given to the ladies. Gentlemen ride over hurdle to flag, dismount, and take an envelope from basket, ride back over hurdle to winning post. Lady possessing corresponding colour to that in man's envelope first past wins. 2 prizes from Gymkhana Fund.

6.—6.15 P.M.—**SEVOY RACE.**—For all sevoys in the Garrison. Prizes \$10, \$5, \$3. Distance, 200 yards.

Entries close 6 P.M. **MONDAY, August 20th.** Hongkong, 17th August, 1900.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE"
Captain A. Ramsay, will be despatched as above on **WEDNESDAY**, the 22nd August, at 5 P.M. The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

A doctor is carried.

For Freight or Passage, apply to—
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 16th August, 1900.

NOTICE TO CONSIGNEES.

S. S. "BRAND,"
FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 21st instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by—
DODWELL & CO., LIMITED,
Agents.

Hongkong, 15th August, 1900.

THE HONGKONG WEEKLY PRESS will be ready to-morrow and will contain—

Leading Articles:—

The Crisis in North China.

The Peking Relief Force.

Education and Schools in Hongkong.

The Defence of Shanghai.

Nemesis and the Rulers of China.

The Crisis in Telegrams.

Sanitary Board.

Hongkong General Chamber of Commerce.

Supreme Court.

The Crisis in China.

Sailors and Soldiers Relief Fund.

The "Pioneer's" Trip down the Yangtze.

Representation at the Soldiers' Club.

Canton.

Swatow.

Correspondence.

Hongkong and Whampoa Dock Company Report.

Hongkong Rifle Association.

Hongkong Volunteer Corps.

Subscription, \$12 per Annum, payable in advance, postage \$2.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent, including postage 34 cents each, or \$1 for three copies Cash.

Hongkong, 17th August, 1900.

NEW ADVERTISEMENT

FOR SHANGHAI.

THE Steamship
"LYEEMOON."
Captain G. Heiermann, will be despatched for the above port **TO-MORROW**, the 18th inst., at 4 P.M.
This Steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to—
SIEMSEN & CO.,
Hongkong, 16th August, 1900.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, **TO-MORROW (SATURDAY)**, the 18th August, 1900, at 2.30 P.M., at his Sales Rooms, Queen's Road, **HOUSEHOLD FURNITURE, PIANO, &c.**, Belonging to Mr. J. SUTHERLAND and others, comprising:—
DRAWING, DINING and BEDROOM FURNITURE, OYSTERMANTELS, PICTURES and ORNAMENTS, BOOKS, CARETTS and RUGS, CROCKERY, GLASS and PLATED WARE.
ONE COTTAGE PIANO, ONE JINRICK-SHA.
&c., &c., &c.
TERMS OF SALE:—As Customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 16th August, 1900.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, **FOR AND ON ACCOUNT OF THE CONCERNED,**

MONDAY.

the 20th August, 1900, at 3 P.M., on the Spot.

THE FOLLOWING

VALUABLE PROPERTY, viz:—

Inland Lot No. 910, Yau-mati, divided into 17 Building Sites 50 feet deep and having a Frontage of 15 feet, bounded on the front by a public street 50 feet wide and at the back by a public lane 15 feet wide.

And

Inland Lot No. 911, Yau-mati, adjacent to the above, also divided into 17 Building Sites 50 feet deep and having a Frontage of 15 feet, bounded on the front by a public street 50 feet wide and at the back by a public lane 15 feet wide.

The above will be offered in 34 lots, each of which contains 750 sq. ft., and is suitable for the erection of one Chinese House.

Terms of Sale and full particulars can be had on application to the Undersigned.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 11th August, 1900.

GOVERNMENT NOTIFICATION.
No. 415.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on **MONDAY**, the 20th day of August, 1900, at 3 P.M., are published for general information.

By Command.

F. H. MAY,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 11th August, 1900.

Particulars and Conditions of the Letting by Public Auction Sale, to be held on **MONDAY**, the 20th day of August, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, at Shaokwan, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at the Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 years.

THE HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held in the Office of the General Managers on **MONDAY**, September 3rd, and not on August 27th as originally advertised, at 4 O'CLOCK P.M., for the purpose of receiving the report of the Consulting Committee and Statement of Accounts to August 15th, 1900.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 6th to 20th August, both days inclusive.

By Order of the Board of Directors.
THOS. I. ROSE,
Secretary.

Hongkong, 28th July, 1900.

THE HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held in the Office of the General Managers on **MONDAY**, September 3rd, and not on August 27th as originally advertised, at 4 O'CLOCK P.M., for the purpose of receiving the report of the Consulting Committee and Statement of Accounts to August 15th, 1900.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 6th to 20th August, both days inclusive.

By Order of the Board of Directors.
THOS. I. ROSE,
Secretary.

Hongkong, 28th July, 1900.

THE HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held in the Office of the General Managers on **MONDAY**, September 3rd, and not on August 27th as originally advertised, at 4 O'CLOCK P.M., for the purpose of receiving the report of the Consulting Committee and Statement of Accounts to August 15th, 1900.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 6th to 20th August, both days inclusive.

By Order of the Board of Directors.
THOS. I. ROSE,
Secretary.

Hongkong, 28th July, 1900.

THE HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held in the Office of the General Managers on **MONDAY**, September 3rd, and not on August 27th as originally advertised, at 4 O'CLOCK P.M., for the purpose of receiving the report of the Consulting Committee and Statement of Accounts to August 15th, 1900.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 6th to 20th August, both days inclusive.

By Order of the Board of Directors.
THOS. I. ROSE,
Secretary.

Hongkong, 28th July, 1900.

THE HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held in the Office of the General Managers on **MONDAY**, September 3rd, and not on August 27th as originally advertised, at 4 O'CLOCK P.M., for the purpose of receiving the report of the Consulting Committee and Statement of Accounts to August 15th, 1900.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 6th to 20th August, both days inclusive.

By Order of the Board of Directors.
THOS. I. ROSE,
Secretary.

Hongkong, 28th July, 1900.

THE HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held in the Office of the General Managers on **MONDAY**, September 3rd, and not on August 27th as originally advertised, at 4 O'CLOCK P.M., for the purpose of receiving the report of the Consulting Committee and Statement of Accounts to August 15th, 1900.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 6th to 20th August, both days inclusive.

By Order of the Board of Directors.
THOS. I. ROSE,
Secretary.

Hongkong, 28th July, 1900.

THE HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held in the Office of the General Managers on **MONDAY**, September 3rd, and not on August 27th as originally advertised, at 4 O'CLOCK P.M., for the purpose of receiving the report of the Consulting Committee and Statement of Accounts to August 15th, 1900.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 6th to 20th August, both days inclusive.

By Order of the Board of Directors.
THOS. I. ROSE,
Secretary.

Hongkong, 28th July, 1900.

NOTICE OF FIRM

NOTICE.

DURING the Absence of Mr. V. P. MUSSO at PERALTA from this Colony, Mr. G. D. MUSSO will Sign per Pro.
V. P. MUSSO & CO.
Hongkong, 14th August, 1900.

PUBLIC COMPANIES

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

IN accordance with the provisions of No. 121 of the Articles of Association, the General Agents have this Day declared an **INTERIM DIVIDEND** of 24 per cent. for the Half-year ending 30th June, 1900, on the Paid-up Capital.

Dividend Warrants payable **TO-MORROW (SATURDAY)**, the 18th August, will be issued to Shareholders on application.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 9th to 18th inst., both days inclusive.

JARDINE, MATHESON & CO.,
General Agents.

Hongkong, 2nd August, 1900.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the **ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS** in this Corporation will be held at the CITY HALL, Hongkong, **TO-MORROW (SATURDAY)**, the 18th day of August, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1900.

By Order of the Court of Directors.
H. M. BEVIS,
Acting Chief Manager.

Hongkong, 26th July, 1900.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the **REGISTERS OF SHARES** of the Corporation will be **CLOSED** from **SATURDAY**, the 4th August, to the 18th day of August (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors.
H. M. BEVIS,
Acting Chief Manager.

Hongkong, 26th July, 1900.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, Connaught Road, on **MONDAY**, the 20th August, at 12 O'CLOCK NOON, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1900.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 6th to 20th August, both days inclusive.

By Order of the Board of Directors.
THOS. I. ROSE,
Secretary.

Hongkong, 28th July, 1900.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, Connaught Road, on **MONDAY**, the 20th August, at 12 O'CLOCK NOON, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1900.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 6th to 20th August, both days inclusive.

By Order of the Board of Directors.
THOS. I. ROSE,
Secretary.

Hongkong, 28th July, 1900.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, Connaught Road, on **MONDAY**, the 20th August, at 12 O'CLOCK NOON, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1900.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 6th to 20th August, both days inclusive.

By Order of the Board of Directors.
THOS. I. ROSE,
Secretary.

Hongkong, 28th July, 1900.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, Connaught Road, on **MONDAY**, the 20th August, at 12 O'CLOCK NOON, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1900.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 6th to 20th August, both days inclusive.

By Order of the Board of Directors.
THOS. I. ROSE,
Secretary.

Hongkong, 28th July, 1900.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, Connaught Road, on **MONDAY**, the 20th August, at 12 O'CLOCK NOON, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1900.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 6th to 20th August, both days inclusive.

By Order of the Board of Directors.
THOS. I. ROSE,
Secretary.

Hongkong, 28th July, 1900.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, Connaught Road, on **MONDAY**, the 20th August, at 12 O'CLOCK NOON, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1900.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 6th to 20th August, both days inclusive.

By Order of the Board of Directors.
THOS. I. ROSE,
Secretary.

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT.
2, Zetland Street, Auctioneer, Appraiser
and Commission Agent.

HUGHES & HOUGH.
Auctioneers to the Government, and Share
and General Brokers, corner Ico House
Street and Praya Central.

V. I. REMEDIOS.
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

STAG HOTEL.
148 and 150, Queen's Road Central.
Comfortable and Cheap.

THE WESTERN HOTEL.
Excellent Accommodation, \$2.50 per day.
90 and 92, Queen's Road West.

BOOKBLINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS
W. BREWER & CO.
Printers, Bookbinders and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS

KANG ON.
Contractor, 30, D'Aguiar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged, Estimates given.

CHEMISTS, DRUGGISTS, &c.
THE PHARMACY.
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aerated
Waters, Dealers in Photographic
Requisites, Queen's Road.

WATKINS, LD. APOTHECARIES HALL, 66.
Queen's Road Central, Cigars, Aerated
Waters, Wines, Beers, Spirits, etc.

CURIO DEALERS

KUHN & KOMOR.
Fine Art, Japanese and Chinese Curios,
21 and 23, Queen's Road, Hongkong,
Shanghai, Kobe, Yokohama.

KWONG HING.
China Porcelain, Crockery Ware, 50a,
Queen's Road Central.

DENTISTS

WONG HOMI.
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG.
Surgeon Dentist, 34, Bank Buildings,
Opposite Hongkong Hotel.

DRAPEES

EBRAHIM ELLAS & CO.
Milliners, Silk Mercers, Haberdashers,
Low Prices, 37, 39, Wellington Street.

SEE WOO.
Tailor, Draper and Outfitter, 67 and 69,
Queen's Road.

FLOUR MERCHANTS

SPEERY FLOUR COMPANY.
Merchant Millers, San Francisco,
Eastern Branch, Polder Street,
WILLIAM WHITLEY, Manager.

FURNITURE WAREHOUSEMEN
A CHEE & CO. Established 1850.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories,
17a, Queen's Road Central.

LI KWONG LOONG.
Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer, 17, Queen's Road.

GROCERS

THE MUTUAL STORES.
SUB-AGENTS LITTON, LD.
8 and 10 D'Aguiar Street,
Provision and General Merchants.

H. TIE.
Wine and Spirit Merchants, Groceries,
Best Goods Lowest Rates. Try Charles
Evaporated Cream, 16, D'Aguiar
Street.

JEWELLERS

KANG LEE & CO.
Jewellers, Gold and Silversmiths, Watch-
makers, Japanese Curios and Blackwood
Furniture. Opposite Post Office, 36,
Queen's Road Central.

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Bolo.

SUN SHING. Established 1840.
Silks, Cigars, Crêpe Shawls, Chinaware,
Ivory, etc., Gold and Silversmiths and
Engravers, 90, Queen's Road Central.

WAH LOONG.
Gold and Silversmiths, Silk Dresses, Crêpe
Shawls, Ivory, Lacquerware, Fans,
Curios, Jewellery, Human Hair, Fea-
thers, 88, Queen's Road Central.

THE LIGHT OF THE FUTURE
EASTERN ACETYLENE LIGHTING
COMPANY, Head Office, 62A, Queen's
Road Central. Fittings of every de-
scription for the ACETYLENE Light at
lowest rates.

MERCANTILE AGENT

WOODS & CO.
Dundell Street, Agents for American and
European Export Houses.

HONGKONG
BUSINESS DIRECTORY.

PHOTOGRAPHERS

E HING.
Enlarging, Developing, Printing, Mod-
erate Rates, 20a, Queen's Road East.

MEE CHEUNG.
100 House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Dora-
ment Works, Amateurs' Requisites.

M. MUMEYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements. Work
done for Amateurs; 8a, Queen's Road, CL

YEE CHUN.
Marine and Portrait Painter, 50, Queen's
Road, Upstairs.

H. YERA.
Japanese Photographer, 14, Beaconsfield
Avenue, Queen's Road CL, also Vanchai
Amateur's Requisites and Specialty.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

RATTAN FURNITURE

KWONG TAI LOY.
Rattan Furniture, Bamboo, Blinds, Mat-
tings all Colours, 18, Praya Central.

SILK GOODS DEALERS

DIHUNAMAL CHELLARAM.
Dealer in Indian, Chinese, and Japanese
Silk and Fancy Goods, also Art Works,
2, D'Aguiar Street.

THE GLOBE (TESUNIL FORUING).
Indian, Chinese and Japanese Silk Goods,
Cashmere Shawls, Spanish Wines and
Manila Cigars, 12, D'Aguiar Street.

SINCERE & CO.
Silk Handkerchiefs, Shawls, Table Covers,
etc. Wholesale and Retail; 122, Queen's
Road Central and 123, Wellington St.

WASSIAMULL ASSOMULL.
Wholesale and Retail Importers and
Exporters, India, Chinese and Japanese
Silks, Cashmere Shawls and Ceylon
Lace, 46, Queen's Road, CL

SILK LACE MANUFACTURERS

FR. BLUNCK.
Exporter of Real Hand-made Torchon Lace
in Silk, Linen and Cotton, Grasscloth and
Silk Embroideries. Hand-made Silk
and Linen Lace Cartrains made to
order; 17, Queen's Road, Central.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants, 68, Praya Central.

MORE & SEIMUND.
Shipchandlers, Sailmakers, Riggers, Com-
mission Agents and General Store-
keepers, 43 and 45, Praya Central.

TAILORS

AH-MEN, HING-CHEONG & CO.
Tailors, Drapers and Outfitters, Queen's
Road Central, Old Club Site.
Branch: A-MAN, opposite City Hall.

R. HAUGHTON & CO.
Naval Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

HUNG YUEN.
Outfitters, Shirt Makers, Hatters, Hosiers,
Drapers, 85, Queen's Road, Central.

TAK CHEONG.
Tailors, Gentlemen's Outfitters, Hatters,
Hosiery, and Drapers. Chinese Silk of
all kinds, 50, & 52, Queen's Rd. Central.

YEE SANG FAT & CO.
Outfitters, Fleece Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs, Opposite Post
Office, Queen's Road Central.

TOBACCONISTS

D. S. DADY BURJOR. "Los Filipinos,"
Importer of the Best Manila Cigars; 25,
Pottinger Street.

KRUSE & CO.
Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents,
Connaught House, Queen's Road.

VICTORIA CIGAR DEPOT.
1 and 2, Levee Street East. AGENTS FOR
W. Keweenaw & Co., 37, Calle San
Jesús, Manila, "Windsor Lady" and
"The Jockey" Cigars.

WINE & SPIRIT MERCHANTS
H. PRICE & CO.
12, Queen's Road
and Calle Ansonia, Manila.

WO FAT & CO.

SHIP CHANDLERS, SAIL MAKERS,
GENERAL STOREKEEPERS,
No. 11, LEE YUEN STREET, EAST.
Hongkong, 25th July, 1900. [2074]

怡生號
YEE SANG & CO.
COAL MERCHANTS
have always on hand
LARGE STOCKS EVERY DESCRIPTION OF COAL.
Address—Care of Messrs. KWONG SANG & Co
No. 68, PRAYA. [22]

RUINART PERE & FILS, REIMS
Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAURE WEGENER & CO.
Sole Agents.
Hongkong, 17th Mar. 1895. [1327]

OUR ARMY AND THE SWISS
MODEL.

To provide a sufficient army without resort to conscription is the problem which now lies before England. The problem presses for early solution. Splendid as has been the national response of fighting men to meet a crisis, our safety in the future must not be left to such irregular and improvised efforts. Not only are they costly, but national circumstances might not permit of their repetition if the need arose. A plan is wanted of national defence on land. Must we break entirely with the old ways, and reconstitute our military organisation entirely; or does our present system contain some principle capable of extension commensurate with our needs, which shall at the same time preserve that historical continuity so dear to the English mind? The proposal to adopt conscription after the Continental pattern would become a burning party question. Not so much that it is an innovation, for England in her time has been a bold innovator in the methods of war, but rather because it strikes at principles of individual freedom, and at economic arrangements, dear to the English people. Leave to frame his life after his own fashion, and to go about his business in his own way, after paying his taxes, is what the Englishman asks from his Government. It has occurred to Mr. G. G. Coulton that the Swiss method of military service contains nothing repugnant to the English character, but rather much to recommend, and he has written a pamphlet on the subject: "A Strong Army in a Free State" (Simpkin, Marshall), which, at least is suggestive and worthy of consideration. The parallel drawn between the present Swiss army and the English militia of Edward III's time is a little fanciful. Perhaps its chief purpose is to make the idea of compulsory military service less repugnant, by giving it an historical basis. Unfortunately, the points of difference are greater than the resemblance, and moreover the times have changed since Edward III. was king. If the principle of compulsory service is to be faced by Englishmen, it were surely best put plainly before them. If really necessary they would swallow the pill without gilding.

The Swiss plan now in operation is simply this. Every Swiss male on attaining his twentieth year becomes liable for military service, and tenders himself for medical and educational examination. The educational test only excludes the weak-minded. The medical standard rejects 48 per cent. The accepted youth is at once called out for a course of training, varying from forty-five days for the infantry to eighty for the cavalry. He then goes back to his civil life, and is only called out every second year for a military course varying from fourteen to eighteen days. The cavalry, however, assemble every year for ten days. But each year the soldier shoots at his leisure a minimum of fifty rounds under strict Government supervision. This stage lasts for thirteen years. For the next twelve he passes into the reserve, being called out every fourth year only, for eight to eleven days at a time. After his forty-fifth year he passes into the second reserve, and at fifty his liability to serve ceases. The 48 per cent. of rejected males have to pay a tax in lieu of service.

It cannot be said that these demands of time press hardly on the ordinary man, nor are they likely to interfere with any business or professional career, for the liability to serve falls alike on all physically fit males, and the national life, therefore, takes account of that condition of things. It is a vastly different state of affairs from the one, two, or three years passed continuously in the armies of the great Continental nations. The question which suggests itself most strongly is whether the amount of training obtained during these short periods at long intervals would produce an efficient military force. Again, in England this citizen force would have to be combined in organisation with the standing army, bound to serve for periods of years to meet our over-sea needs, and the interaction of the two forces would require delicate consideration. In the Swiss army all promotion is from the ranks, and for the most part by one grade at a time. This, on the face of it, is a condition which strikes at the very root of our present method of training and selecting officers. It is a tradition in the English army that it is the class-rank of the officer, rather than his regimental rank, which gives him his influence over the men. That social difference is deemed a sufficient distinction to ensure respect from veteran sergeants towards ignorant subalterns of eighteen just passed from school. The Swiss system makes no distinction of social class in the ranks or out of it. Clearly, therefore, a tremendous change has to be wrought in the sentiment and tradition of our army before such commingling, even for patriotic ends, is made possible. That it is desirable for patriotic ends, that it is a good thing in itself, that it would improve the efficiency of the force so constituted, are all arguable propositions; but it is useless to shut our eyes to what the change would mean.

If the amount of military training provided by the Swiss system is sufficient to produce a competent and intelligent military force, then it does seem worthy of consideration whether the time has not come for England to exact this small tribute of time and convenience from her sons for their national safety. The training, both physical and moral, for young men must needs be good, for it offers occasion for none of the lamentable evils that follow on the intermittent barracks of large bodies of young men together for periods of years at a time. It is undoubted that, whatever hints are taken from other nations, the military reorganisation in England which must now be taken in hand will be English in character. The strong individuality of the race assures that; and therefore it is not necessary to study too closely how the Swiss plan works socially in the land of its origin. But the moment that a scheme can be devised which leaves to Englishmen their

essential liberty of individual life and action, and yet asks of them just so much of their time as will suffice to give them a military coherence for their country's defence, we may be sure their natural martial ardour will respond to the necessity with enthusiasm. The subject is one which no thinking citizen can afford to neglect; and history has shown, time and again, that a consensus of general opinion in England often lies on ways of wisdom that escape alike philosophers and statesmen. And the time has come when England must bend her mind to this question of how to meet the needs of her Imperial development.

COLUMBIA TRIUMPHANTS!

The commercial ascendancy of the United States has long been assured," writes the Hon. C. D. Wright, United States Commissioner of Labour, in this month's *Century*. As an example of how the United States has managed to reach the position she now holds, Mr. Wright quotes the agricultural labourer. He says:—"An ordinary farm-hand in the United States raises as much grain as three in England, four in France, five in Germany, or six in Austria, which shows what an enormous waste of labour occurs in Europe, largely because the farmers are not possessed of the mechanical appliances used in the United States."

This is a most significant example because it gives the key to the whole question of the ascendancy of American goods in the markets of the world. In this connection it is worth remembering Lord Cromer's statement with reference to the purchase of American locomotives for use in the Sudan. "Their choice," he says, "is simply due to the fact that American firms almost invariably offer engines built on standard designs of their own at lower prices and in less time, while the English and other European makers content themselves with their old designs, not being, as a rule, in the habit of manufacturing to standard designs of their own."

Passing to the real facts which show commercial ascendancy, Mr. Wright says:—"To secure commercial ascendancy, the exports of a country must be greater than the exports of any other country; for the total exports of a country indicate its true position in commerce, as they usually consist of surplus products." A table is given showing that in the year ending December 31st, 1899, the imports of the United States were 793,845,571 dol., and the exports 1,252,903,887 dol.; those of Great Britain were 2,360,619,995 dol., and 1,339,971,039 dol.; and those of Germany 1,236,898,390 dol., and 949,957,960 dol. Mr. Wright touches upon the serious point of these statistics when he says:—"While our exports have been constantly increasing, our imports have not increased. It must be remembered that the reverse is true for other countries. The exports of British produce from the United Kingdom are no greater to-day than they were a dozen years ago, while her imports have increased."

On looking into the details of the exports we find that the total for the export of breadstuffs and provisions were in 1890, 154,925,927 dol., and 136,962,278 dol., respectively, while in 1899 they were 273,999,699 dol. and 175,503,601. Mr. Wright holds that these figures prove the United States to be "the bakery of the world." The writer does not overlook the question of coal; the United States, he says, possesses at least 50 per cent. of the coal area of the world. At present her coal production is something like 30 per cent. of the total world production. These statistics cause Mr. Wright to ask if the time may not be looked for when his country will furnish not only the food for the support of armies, both industrial and military, of some of our greatest competitors, but also the fuel food by which armies, navies, industries and transportation are supported.

The figures given of the export trade to the new countries and markets are those which should give us the most cause for anxiety. In Australia alone we find that the United States exported 19,624,890 dol. worth of goods in 1899 as compared with 7,818,130 dol. worth in 1893. The estimate for 1900 is 24,000,000 dol. The reason for this is to seek in the fact that the American manufacturer endeavours to give his customer what he really wants, while the British merchant too often considers that as his article is most excellently made, it must satisfy everybody's wants. It is certain that in all the colonies American goods are to be seen almost everywhere in use, except in the cases where a sense of patriotic duty has conquered a desire for successful business in the heart of the colonist.

A LONG NERVOUS STORM.

If you ever watched a dentist draw a nerve out of a tooth, you will remember how much it looked like a little snip of wet, white cotton thread. How can so contemptible a thing inflict such a mountain of agony? And why does it do it? "Disease," you say. Ah, surely. A simple and obvious answer; yet in what way does the true nerve-fibre, wrapped up and coated, as it is, like the wires in a submarine cable, get to be diseased?

unstrung, and I endured untold misery from neuralgia. My lips and half my face were almost dead from this distressing malady."

"The lady will pardon the writer. In the sense of being objects of use and pleasure, they were in truth practically dead; but in another sense they were horribly alive, as the sky is when it is pierced and rent with the lances of the lightning."

"I consulted," she adds, "doctor after doctor, but in spite of their medicines and applications I found little or no relief. Sometimes I was almost mad with the pain."

[Not a doubt of it. Under such circumstances the body is a poison-house of keen suffering, and people have, not infrequently, taken their own lives to escape from it. Only acute rheumatism or gout can be compared with neuralgia and (please observe) the whole three are forms of the same thing—results of the same cause. Hence sufferers from the former two ailments will be wise also to read this essay to its end.]

"In June, 1896," continues the letter, "a book was left at my house in which I read of many persons who had been cured by a medicine called Mother Seigel's Syrup. I bought a supply from a chemist in New North Road, and soon my indignation got better, the pain in my head and limbs was easier, and I felt stronger than I had done for years."

"I think it only right that others should know of what has done so much for me. You have, therefore, my permission to make this statement if you like. (Signed) (Miss) S. Hunt, 57, Dale View Road, Stamford Hill, London, June 20th, 1896."

Our correspondent is a schoolmistress, and as her letter shows, a woman of fine intelligence. At the outset she names the radical, and only real disease she had—namely, indigestion, or, as we indifferently call it, dyspepsia. Starved from want of nourishment, and poisoned by the products of food constantly decomposing in the stomach, her nervous system was thrown into wild disorder, and prostrated and cried out with the thrilling voice of pain. No application, no emollients are effective to remedy symptoms springing from a cause so profound and firmly seated.

Would we stop the writhing of the trees during a gale? Ah, they cannot be bound or held. We must employ, if we possess it, a power which can say unto the wind, "Peace, be still."

Something akin to this Mother Seigel's Syrup did when it abolished the digestive trouble. It enabled the stomach to feed the feeble body, and with returning strength the nervous storm subsided into the calm and harmony of Health.

FOR SALE: In addition to the BLICK-ENDERFER TYPE, WRITER, we manufacture a complete line of DESKS, roll and flat top TYPE, OFFICE TABLES and FURNITURE, SUSPENSION LETTER DOCUMENTS, and Catalogue FILES, CARD INDEX CABINETS, and any article used in an Office or Library.

We cordially invite Merchants and others to send for our complete Catalogue. Orders may be placed through any Reputable London or American House or direct, as may best suit convenience.

BLICKENDERFER MANFG. CO., 325, Broadway, NEW YORK CITY. Cable Address "Blick." Hongkong, 24th October, 1899. [2677]

NOTICES TO CONSIGNEES.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES. FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship "CHINA," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This Vessel brings Cargo—From Venetian s.s. *Maximiliano*, transhipped at Trieste.

From Odessa, ex s.s. *Hungaria*. Optional Cargo will be discharged here. No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the undersigned before Noon on the 22nd August, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd August will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents. Hongkong, 15th August, 1900. [2183]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "SUISANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 15th inst., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers. Hongkong, 13th August, 1900. [2202]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "HECTOR" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 14th instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undelivered after the 21st inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 21st instant.

BUTTERFIELD & SWIRE, Agents. Hongkong, 13th August, 1900. [2203]

NOTICES TO CONSIGNEES.

STEAMSHIP "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre ex s.s. *Tigre*, and Bordeaux ex s.s. *Ville de Celle*, in connection with above Steamer, are hereby informed that their goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, the 12th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 20th instant, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before MONDAY, the 20th instant, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 20th inst., at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent. Hongkong, 12th August, 1900. [2]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES. STEAMSHIP "OLYMPIA."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED, Agents. Hongkong, 11th August, 1900. [10]

FROM HAMBURG, ROTTERDAM, ANTWERP, PENANG, AND SINGAPORE.

THE N.G.L. Steamship "MARBURG,"

Captain v. Binzer, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.

No Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 17th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst. at 3 P.M.

No Fire Insurance has been effected. SIEMSEN & CO., Agents. Hongkong, 10th August, 1900. [2189]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA PORTS OF CALL	MALTA	Brit. str.		F. J. Cole	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON VIA SUEZ CANAL	RHODEUS	Brit. str.		Day	BUTTERFIELD & SWIRE	On 21st inst.
LONDON VIA SUEZ CANAL	PROMETHEUS	Brit. str.		G. W. Gordon, R.N.R.	BUTTERFIELD & SWIRE	On 4th Sept.
LONDON	JAVA	Brit. str.		Robinson	P. & O. S. N. Co.	On or about 6th Sept.
LONDON VIA SUEZ CANAL	GLADIUS	Brit. str.		Robinson	BUTTERFIELD & SWIRE	On 18th Sept.
LIVERPOOL DIRECT	IXION	Brit. str.		E. Prehn	BUTTERFIELD & SWIRE	On 23rd inst., at Noon.
BREMEN, VIA PORTS OF CALL	WEIMAR	Ger. str.		G. W. Babot	MEIERS & CO.	On 24th inst., at 5 P.M.
MARSEILLES & LONDON	BANCA	Brit. str.		Darrande	P. & O. S. N. Co.	On 27th inst., at 1 P.M.
MARSEILLES &c. VIA PORTS OF CALL	ERNEST SIMONS	Brit. str.		Davies	MESSAGERIES MARITIMES	On 23rd inst.
MARSEILLES & LONDON VIA MANILA	TEENKAI	Brit. str.		J. MacKenzie	JARDINE, MATHESON & CO.	On 24th inst., at Daylight.
MARSEILLES & LONDON & ANTWERP, V.S. PORT, &c.	KANAGAWA MARU	Jap. str.		v. Binzer	NIPPON YUSEN KAISHA	On or about 12th Sept.
HAVRE & HAMBURG	MARBURG	Ger. str.		Braun	CARLOWITZ & CO.	On or about 20th Sept.
HAVRE & HAMBURG	SAXONIA	Ger. str.		Jager	CARLOWITZ & CO.	On or about 20th Sept.
HAVRE & HAMBURG	SERBIA	Ger. str.		G. Costanzo	CARLOWITZ & CO.	On or about 12th Oct.
TRIESTE, &c. VIA PORTS OF CALL	FRANZ FERDINAND	Aus. str.		Trachridge	DODWELL & CO., LIMITED	On or about 24th inst.
NEW YORK VIA SUEZ CANAL	RICHMOND CASTLE	Brit. str.		J. W. Ekstrand	JARDINE, MATHESON & CO.	On or about 24th inst.
NEW YORK VIA SUEZ CANAL	INDRAVELLI	Brit. str.		W. Watt	SHAW, TOMES & CO.	On or about 15th Sept.
NEW YORK VIA SUEZ CANAL	GLENECK	Brit. str.			DODWELL & CO., LIMITED	On 1st Sept.
VICTORIA, B.C. & TACOMA	OLYMPIA	Jap. str.			NIPPON YUSEN KAISHA	On 24th inst., at 4 P.M.
VICTORIA, B.C. &c. VIA SHANGHAI, &c.	RIOGUM MARU	Jap. str.			CANADIAN PACIFIC R. CO.	On 25th inst.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.			DODWELL & CO., LIMITED	On 11th Sept., at Noon.
PORTLAND, OREGON, &c.	BRAEMAR	Brit. str.			PACIFIC MAIL S. S. CO.	On 15th Sept., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	AMERICA MARU	Jap. str.			O. & O. S. S. Co.	On 1st Sept., at Noon.
SAN FRANCISCO VIA AMOY, &c.	CITY OF R. DE JANEIRO	Amer. str.			BUTTERFIELD & SWIRE	On 1st Sept., at Noon.
SAN FRANCISCO VIA AMOY, &c.	COTIC	Brit. str.			NIPPON YUSEN KAISHA	On 1st Sept., at Noon.
AUSTRALIAN PORTS	BELGIAN KING	Brit. str.			MEIERS & CO.	On 30th inst., at Noon.
AUSTRALIAN PORTS	TEINAN	Brit. str.			BUTTERFIELD & SWIRE	On 24th inst., at 4 P.M.
GERMAN COLONIAL & AUSTRALIAN PORTS	KASUGA MARU	Jap. str.			P. & O. S. N. Co.	To-morrow, at 4 P.M.
YOKOHAMA & KOBE	TAIYUAN	Brit. str.			NIPPON YUSEN KAISHA	On or about 17th inst.
YOKOHAMA, VIA NAGASAKI & KOBE	ROSETTA	Brit. str.			SINSEN & CO.	To-morrow, at 4 P.M.
NAGASAKI, KOBE & YOKOHAMA	FUTANI MARU	Jap. str.			P. & O. S. N. Co.	On or about 24th inst.
SHANGHAI	PARRAMATTA	Brit. str.			DOUGLAS LARRAIK & CO.	To-day, at 3 P.M.
SHANGHAI	LYSEMOON	Ger. str.			MITSUI BUSSAN KAISHA	On 18th inst., at Daylight.
SHANGHAI & JAPAN	MALACCA	Brit. str.			MITSUI BUSSAN KAISHA	On 22nd inst., at Daylight.
SWATOW, AMOY & TAMSUI	FORMOSA	Jap. str.			BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SWATOW, AMOY & TAMSUI	MAIDZURU MARU	Jap. str.			BUTTERFIELD & SWIRE	On 20th inst., at Noon.
SWATOW, AMOY & TAIWANFOO	AMONG MARU	Jap. str.			JARDINE, MATHESON & CO.	On 21st inst., at 5 P.M.
MANILA	TSINAN	Brit. str.			SHAW, TOMES & CO.	On 24th inst., at 4 P.M.
MANILA	LOONGSANG	Brit. str.			NIPPON YUSEN KAISHA	To-day, at Noon.
MANILA	DIAMANTE	Brit. str.			JARDINE, MATHESON & CO.	
MANILA	KASUGA MARU	Jap. str.				
SINGAPORE, PENANG & CALCUTTA	SUISANG	Brit. str.				

SHIPPING.

ARRIVALS.
Aug. 16, WINGANG, British str., 1,517 T. H. Sollar, Canton 15th August, General.—JARDINE, MATHESON & CO.
Aug. 16, Bawa, British transport, 3,922 H. P. Jones, R.N.R., Calcutta 3rd August.
Aug. 16, SUITAN VAN LANG KUT, Dutch str., 1,384, Domburg, Singapore 8th August, Kerosene.—MEYER & CO.
Aug. 16, MALTA, British str., 3,900, F. Cole, Kobe 3rd August, General.—P. & O. S. N. Co.
Aug. 16, HERMES, Norw. str., 349, J. C. Jensen, Hongkong 14th August, Coal.—JARDINE, MATHESON & CO.

CLEARANCES.

At the Harbour Master's Office, 16th August.
Haiching, British str., for Swatow.
Formosa, British str., for Swatow.
Sichuan, British str., for Swatow.
Tahiti, British str., for Hongkong.
Arlie, British str., for Moji.

DEPARTURES.

Aug. 16, NURANI, British transport, for Shanghai.
Aug. 16, NIPPON MARU, Japanese str., for San Francisco.
Aug. 16, IXION, British str., for Shanghai.
Aug. 16, HECTOR, British str., for Shanghai.
Aug. 16, BENICUTIA, Brit. str., for Shanghai.
Aug. 16, CHINA, Austrian str., for Moji.
Aug. 16, ITAURA, Brit. transport, for Calcutta.
Aug. 16, JELONGA, British transport, for S'hai.
Aug. 16, CHANGSHA, British str., for Sydney.
Aug. 16, DAYAWONGSE, Ger. str., for Bangkok.
Aug. 16, BELLEPROPRE, British str., for Amoy.
Aug. 16, P. C. Klap, British str., for Swatow.
Aug. 16, WINGANG, British str., for Swatow.

VESSELS IN DOCK.

ABERDEEN DOCK.—U.S.S. Montrose, Argos, U.F.S. Irik, Tinnah, H.M.S. Otter, Pennylvaia, Anna.
COSMOPOLITAN DOCK.—Nanshan, Stanfield.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—
J. P. HITCHCOCK, Aur. ship, Gates.—Stimson & Co.
Norwood, British ship, The. Roy.—Order.
PETER RICKMERS, German ship, Scholer.—Arnhold, Karberg & Co.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

"SUISANG."
Captain Todd, will be despatched as above TO-DAY, the 17th inst., at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 13th August, 1900. [2201]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"FORMOSA."
Captain Hodgins, will be despatched for the above ports TO-DAY, the 17th inst., at Noon.
For Freight or Passage, apply to
DOUGLAS LARRAIK & CO.,
General Managers.
Hongkong, 16th August, 1900. [2221]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"SUNGKIANG."
Captain Moore, will be despatched TO-DAY, the 17th inst., at 4 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th August, 1900. [2176]

VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.
THE Company's Steamship

"TAIYUAN."
Captain Nelson, will be despatched as above TO-MORROW, the 18th inst.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th August, 1900. [2101]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PEKAN, GULF, INDIAN OCEAN AND AMERICAN PORTS.

THE Steamship

"MALTA."
Captain F. J. Cole, R.N.R., carrying Her Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 18th August, 1900, at Noon, taking passengers and cargo for the above ports.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 6th August, 1900. [1]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.
THE Company's Steamship

"MAIDZURU MARU."
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 19th inst., at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 13th August, 1900. [15]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
MANILA, SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE, and ADRIATIC PORTS.)
THE Company's Steamship

"FRANZ FERDINAND."
Captain G. Costanzo, will be despatched as above about the 18th inst.
Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 11th August, 1900. [6]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"RHIPERUS."
will be despatched as above on TUESDAY, the 21st August.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th July, 1900. [1983]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).
"EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 29th Aug., 1900
"EMPEROR OF JAPAN," Comdr. G. E. O. Lee, R.N.R., WEDNESDAY, 29th Oct., 1900
"EMPEROR OF CHINA," Comdr. R. Archibald, R.N.R., WEDNESDAY, 24th Oct., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates, Good for 4, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to missionaries, Members of the Naval, Military, Diplomatic, and Civil Service, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for service at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pender Street.

Hongkong, 9th August, 1900. [9]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

MARBURG (HAMBURG & HAMBURG) (About 12th) Freight.
Capt. v. Binzer (London with transshipment in Hamburg) Sept.

SIBIRIA (HAMBURG & HAMBURG) (About 20th) Freight and
Capt. Braun (London with transshipment in Hamburg) Sept. Passage.

SAXONIA (HAMBURG & HAMBURG) (About 30th) Freight.
Capt. Jager (London with transshipment in Hamburg) Sept.

SERBIA (HAMBURG & HAMBURG) (About 12th) Freight.
Capt. Seuche (London with transshipment in Hamburg) October.

This steamer has superior accommodation for Passengers and carries a Doctor and a Stewardess.
For further particulars as to Freight, Passage, etc., apply to
CARLOWITZ & CO.,
AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 20th July, 1900. [13]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR SHANGHAI (PARRAMATTA) (About 17th) Freight or Passage.
A. Symons August

LONDON &c. (MALTA) (Noon, 18th) See Special Advertisement.
F. J. Cole, R.N.R. August

YOKOHAMA VIA NA. (ROSETTA) (4 P.M., 18th) (Passing through the Inland
GASAKI & KOBE C. C. Talbot, R.N.R. (Sea). Freight or Passage.

MARSEILLES AND BANCA (5 P.M., 20th) Freight.
G. W. Babot August

SHANGHAI and MALACCA (About 24th) Freight or Passage.
E. G. Andrews August

LONDON (JAVA) (About 6th) Freight or Passage.
G. W. Gordon, R.N.R. September

For Further Particulars, apply to
A. M. MARSHALL, Acting-Superintendent.
Hongkong, 2nd August, 1900. [1]

VESSELS ON THE BERTH

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 24th Aug., at DAYLIGHT.
KASUGA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE	FRIDAY, 24th Aug., at 4 P.M.
FUTANI MARU	NAGASAKI, KOBE and YOKO	SATURDAY, 25th Aug., at Noon.
RIOGUM MARU	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, KOBE and YOKOHAMA	SATURDAY, 25th Aug., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
A. S. MIHARA, Manager.

Hongkong, 6th August, 1900. [12]

NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO. FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
OLYMPIA	2,837	S. Trunbridge	Sept. 1	ARIZONA	3,601	W. Watt	Aug. 25
DUKE OF FIFE	3,821	J. S. Cox	Sept. 11	ARIZONA	2,907	W. S. Thomson	Sept. 20
GLENGOLE	3,750	W. Frakes	Sept. 22	MONSIEUR	2,872	J. Kennedy	Oct. 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 447.
Excellent accommodation. First class Table, Doctor and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES HONGKONG TO NEW YORK, 441.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, 428.
The best route to the KLODYKE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA and PORTLAND to DYER and ST. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK, 405 10s. 0d.
This rate covers the ocean voyage to TACOMA or PORTLAND and back, Railway from TACOMA or PORTLAND to CINNABAR and return, Sleeping and Dining Car accommodation, Tacoma or Portland to Livingston and return, and Stage Coach transportation, Cinnabar to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 31st August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months.

Rates of Passage to other Points on application.
A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 16th August, 1900. [10]

IMPERIAL GERMAN MAIL

LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

WEIMAR THURSDAY 23rd August.

PRINZ HEINRICH THURSDAY 30th September.

PREUSSEN THURSDAY 7th October.

HAMBURG (Hamburg-America Line) WEDNESDAY 17th October.

SACHSEN WEDNESDAY 31st October.

OLDENBURG WEDNESDAY 14th November.

BATZEN WEDNESDAY 28th November.

STUTTGART WEDNESDAY 12th December.

KONIG ALBERT WEDNESDAY 26th December.

PRINZ HEINRICH WEDNESDAY 26th December.

ON THURSDAY, the 23rd day of August, 1900, at Noon, the Steamship "WEIMAR," Captain E. Prehn, of the NORDDEUTSCHER LLOYD, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 21st August. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 22nd August, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 22nd August. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet

VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TSINAN" will be despatched on MONDAY, the 20th August, at noon. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th July, 1900. [2102]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN" will be despatched on MONDAY, the 20th August, at noon. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th July, 1900. [2103]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG" will be despatched on TUESDAY, the 21st inst., at 5 P.M. This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor. For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 15th August, 1900. [2216]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Sept. 1, at Noon.

Gambier (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Sept. 27, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 23, at Noon.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 1st September, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco, for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 7th August, 1900. [4]

NORDDEUTSCHER LLOYD.

REGULAR SERVICE FOR GERMAN, COLONIAL AND AUSTRALIAN PORTS.

Calling at SAIGON, PONAPE, FRIEDRICH-WILHELMSHAFEN, FINSCHHAFEN, HERBERTSHOF, TOWNVILLE, ROCKHAMPTON, BRISBANE and SYDNEY.

On WEDNESDAY, the 5th September, 1900, at Noon, THE Steamship

"MÜNCHEN" (4,536 Reg. Tonnage) Captain Krebs, with Mails, Passengers, Specie and Cargo, will leave this Port as above.

The steamer has splendid accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 19th July, 1900. [2018]

VESSELS ON THE BERTH.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU" will be despatched for the above ports on WEDNESDAY, the 22nd August, at DAYLIGHT. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th August, 1900. [1443]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA MANILA.

THE Company's Steamship

"TEENKAI" will be despatched as above on THURSDAY, the 23rd inst. For Freight, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 8th August, 1900. [2171]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

"KASUGA MARU" (3,800 tons gross, Captain E. W. Haswell) will be despatched for the above port on FRIDAY, the 24th inst., at 4 P.M. This new Mail Steamer is specially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried. Return tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 15th August, 1900. [2218]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Aug. 25, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at Noon.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, the 25th August, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY, on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco, for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 7th August, 1900. [4]

NORDDEUTSCHER LLOYD.

REGULAR SERVICE FOR GERMAN, COLONIAL AND AUSTRALIAN PORTS.

Calling at SAIGON, PONAPE, FRIEDRICH-WILHELMSHAFEN, FINSCHHAFEN, HERBERTSHOF, TOWNVILLE, ROCKHAMPTON, BRISBANE and SYDNEY.

On WEDNESDAY, the 5th September, 1900, at Noon, THE Steamship

"MÜNCHEN" (4,536 Reg. Tonnage) Captain Krebs, with Mails, Passengers, Specie and Cargo, will leave this Port as above.

The steamer has splendid accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 19th July, 1900. [2018]

VESSELS ON THE BERTH.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RICHMOND CASTLE" will be despatched for the above port on or about the 25th August, and will be followed by the Steamship "AFRIDI" on or about the 3rd September, and the Steamship "MARIA DE LARRINAGA" for Freight, apply to DODWELL & CO., Ltd., Agents.

Hongkong, 15th August, 1900. [2054]

OCEAN STEAMSHIP COMPANY.

FOR LONDON (via SUEZ CANAL).

THE Company's Steamship

"PROMETHEUS" will be despatched as above on TUESDAY, the 4th September. For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 27th July, 1900. [2089]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

America Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 11, 1900, at Noon.

Hongkong Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at Noon.

Nippon Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at Noon.

THE Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 11th September, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY, on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco, for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 17th August, 1900. [15]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

"BELGIAN KING" 3,379 Tons, About 13th Sept.

THE Steamship "BELGIAN KING" will be despatched for SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, MOJI, KOBÉ, YOKOHAMA, and HONOLULU, about the 14th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All Parcel Packages should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th August, 1900. [2099]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS" will be despatched as above on TUESDAY, the 18th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th August, 1900. [2099]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS" will be despatched as above on TUESDAY, the 18th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th August, 1900. [2099]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS" will be despatched as above on TUESDAY, the 18th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th August, 1900. [2099]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS" will be despatched as above on TUESDAY, the 18th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th August, 1900. [2099]

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR BATAVIA, COLOMBO, SINGAPORE, MADRAS, CALCUTTA, DUEBERRY, EGYPT, MARSEILLE, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 27th August, 1900, at 1 P.M., the Company's Steamship

"ERNEST SIMONS" Captain Durand, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via ports of call, WITHOUT TRANSIT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Passengers until 3 P.M. on the 26th inst. (Parcels are not to be sent on board; instant; must be left at the Agency's Office.) Consular Invoices and Value of Packages are required.

For further Particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 14th August, 1900. [2]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ.

THE Steamship

"GLENESK" will be despatched for the above port on or about 15th September, 1900.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 16th August, 1900. [4223]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

Taking Cargo at London Rates.

THE Company's Steamship

"IXION" will be despatched as above on TUESDAY, the 15th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th August, 1900. [2131]

HONGKONG STEAMERS.

Airlie, British steamer, 2,500, George, Aug. 9, Gibb, Livingston & Co.

Aman, British str., 1,590, Matlock, Aug. 12, Jardine, Matheson & Co.

Anapa, British str., 2,251, Williamson, Aug. 14, Dodwell & Co., Limited.

Anping, British str., 1,158, Barlow, Aug. 15, Chinese.

Bangkok, British str., 1,340, Thomson, Aug. 14, Gibb, Livingston & Co.

Benlavers, Brit. str., 1,493, Webster, Aug. 13, Gibb, Livingston & Co.

Bonaldi, British str., 1,430, Farquhar, Aug. 13, Gibb, Livingston & Co.

Brand Norw., Norw. str., 1,000, Thorsen, Aug. 15, Dodwell & Co., Limited.

China, German steamer, 1,113, Voss, Aug. 9, Siemens & Co.

Chittagong, British str., 1,241, Curfield, Aug. 12, Dodwell & Co., Limited.

Crown of Arragon, Brit. str., 1,474, Dorward, Aug. 12, Gibb & Co.

Dumfries, British str., 1,600, Fowler, July 23, Dodwell & Co., Limited.

Formosa, British str., 674, Hodgins, Aug. 15, Douglas Lauprak & Co.

Franz Ferdinand, Aus. str., 3,840, Guiseppe, Aug. 14, Sander, Wieler & Co.

Fushan, British str., 1,505, Lant, Aug. 13, Order.

Haliching, British str., 1,207, Hall, Aug. 14, Douglas Lauprak & Co.

Hailong, British str., 783, Bithurst, Aug. 13, Order.

Hermes, Norwegian str., 849, Jensen, Aug. 16, Jardine, Matheson & Co.

Hongkong, French str., 862, Pannier, Aug. 11, A. B. Marty.

Kingsing, British str., 1,233, Young, Aug. 14, Jardine, Matheson & Co.

Lokang, British str., 989, Leask, Aug. 11, Jardine, Matheson & Co.

Malta, British str., 3,900, Cole, Aug. 16, P. & O. S. N. Co.

Maidauru Maru, Jap. str., 667, Ogata, Aug. 15, M. B. Kaishu.

Mongkut, German str., 815, Kumpel, Aug. 9, Butterfield & Swire.

Omsang, British steamer, 1,787, Young, Aug. 9, Jardine, Matheson & Co.

Quarta, German str., 1,143, Johansson, Aug. 11, Sander, Wieler & Co.

Rijou Maru, Jap. str., 3,615, Eckstrand, Aug. 15, Nippon Yusen Kaisha.

Rosetta, British str., 2,939, Talbot, Aug. 15, P. & O. S. N. Co.

Sisana, British str., 845, Allan Jones, Aug. 11, Bradley & Co.

Sultan Van Lang Kat, Dutch str., 1,384, Blom, Aug. 16, Meyer & Co.

Suisang, British str., 1,776, Tadd, Aug. 13, Jardine, Matheson & Co.

Sungking, British str., 1,921, Moore, Aug. 13, Butterfield & Swire.

Talle, German steamer, 828, Calender, Aug. 13, Meyer & Co.

Taiguan, British str., 2,000, Nelson, Aug. 14, Butterfield & Swire.

Tientsin, British str., 1,250, Armistead, Aug. 11, Butterfield & Swire.

Tainan, British str., 1,459, Anderson, Aug. 3, Butterfield & Swire.

Volte, British str., 1,598, Carter, Aug. 14, Hould, Karberg & Co.

Wongkoi, German str., 1,113, Pigot, Aug. 15, Butterfield & Swire.

Zweona, British str., 941, Nesbitt, Aug. 13, Chinese.

SAILING VESSELS.

Carmanian, British ship, 1,772, Bann, July 9, Standard Oil Co.

Esmeralda, British sch., 130, Harrison, April 14, Jardine, Matheson & Co.

J. P. Hitecock, American ship, 2,100, Gates, July 2, Siemens & Co.

Mannell Ligano, Aus. ship, 1,650, Small, Aug. 6, Standard Oil Co.

Norwood, British ship, 1,393, Roy, July 31, Order.

Peter Rickmers, Ger. Am. ship, 2,751, Scholer, Aug. 11, Standard Oil Co.

POST OFFICE NOTICES.

Parcels Mail for Europe, per s.s. *Malta*, will close at 3 p.m. on Friday, the 17th inst. The *Parramatta*, with the English mail of the 20th July, left Singapore on Sunday, the 12th inst., at 5 p.m., and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on 18th June.

The *City of Rio de Janeiro*, with the American Mail, dated 19th July, left Yokohama on Friday, the 10th inst., at daylight, and may be expected here to-morrow.

The *Coptic*, with the American mail, dated 23rd ult., left Yokohama on Tuesday, the 14th inst., at daylight, and may be expected here on or about Wednesday, the 22nd inst.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Swatow	Sultanwan Langkat	Friday, 17th, 9.00 A.M.
Singapore, Penang and Calcutta	Sultanwan Langkat	Friday, 17th, 11.00 A.M.
Shanghai	Tientsin	Friday, 17th, 12.00 P.M.
Shanghai	Choyang	Friday, 17th, 2.00 P.M.
Swatow, Amoy and Tamsui	Formosa	Friday, 17th, 2.00 P.M.
Manila	Sungking	Friday, 17th, 3.00 P.M.
Yokohama and Kobe	Taiyuan	Saturday, 18th, 10.00 A.M.
Shanghai	Lyeemoon	Saturday, 18th, 4.00 P.M.
EUROPE, &c., India via Tuticorin		Registration, 10.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		(Supplementary mail on board up to the time fixed for departure of the Mail. Extra Postage 10 cents)
Manila	Frans Ferdinand	Saturday, 18th, 1.00 P.M.
Nagasaki, Kobe and Yokohama	Roetta	Saturday, 18th, 3.00 P.M.
Kumohri and Samahni	Saitong	Saturday, 18th, 4.00 P.M.
Swatow, Amoy and Tamsui	Maidzuru Maru	Saturday, 18th, 5.00 P.M.
Manila	Loongang	Tuesday, 21st, 4.00 P.M.
Manila	Diamante	Wednesday, 22nd, 4.00 P.M.
EUROPE, &c., India via Tuticorin		Registration, 10.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		(Supplementary mail on board up to the time fixed for departure of the Mail. Extra Postage 10 cents)
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO		Registration, with late fee of 10 cents, up to 10.45 A.M.
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra Postage 10 cents)		
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER		Registration, with late fee of 10 cents, up to 10.45 A.M.
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra Postage 10 cents)		

TO-MORROW.

Meeting of Shareholders of Hongkong and Shanghai Banking Corporation, City Hall, noon.

Sal. Furniture, Sales Rooms, Mr. V. I. Remedios, 230 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

THURSDAY, 16th August.

ON LONDON—	2/0
Telegraphic Transfer	2/0
Bank Bills, on demand	2/0
Bank Bills, at 30 days sight	2/0
Bank Bills, at 4 months sight	2/0
Credits, at 4 months sight	2/0
ON PARIS—	2/3
Bank Bills, on demand	2/3
Credits, at 4 months sight	2/3
ON GERMANY—	2/0
Bank Bills, on demand	2/0
Credits, at 4 months sight	2/0
ON NEW YORK—	49
Bank Bills, on demand	49
Credits, at 4 months sight	49
ON BOMBAY—	15 1/2
Telegraphic Transfer	15 1/2
Bank, on demand	15 1/2
ON CALCUTTA—	15 1/2
Telegraphic Transfer	15 1/2
Bank, on demand	15 1/2
ON SHANGHAI—	7 1/2
Bank, at sight	7 1/2
Private, at 30 days sight	7 1/2
ON YOKOHAMA—	1 p.m.
On demand	1 p.m.
ON MANILA—	2 1/2 p.m.
On demand	2 1/2 p.m.
ON SINGAPORE—	4 p.m.
On demand	4 p.m.
ON BATAVIA—	12 1/2
On demand	12 1/2
ON HONGKONG—	3 p.m.
On demand	3 p.m.
ON SINGAPORE—	60
On demand	60
SOVEREIGNS, Bank's Buying Rate	9.33
GOLD LEAF, 100 fine, per tael	52
SILVER, per oz	28 1/2

OPIMUM.

Malwa New	\$880	to \$890 per picul.
Malwa Old	\$890	to \$910
Malwa Old	\$830	to \$840
P. P. per-wrap	\$870	to —
Persian fine quality	\$910	to —
Persian extra fine	\$950	to —
Patna New	\$837 1/2	to — per chest.
Patna Old	\$1,020	to —
Bengal New	\$835	to —
Bengal Old	\$835	to —

VESSELS EXPECTED.

THE ENGLISH MAIL.
The P. & O. steamer *Parramatta* left Singapore for this port on the 12th inst., at 5 p.m., with the outward English mails, and is due here to-day.

THE AMERICAN MAIL.
The P. M. steamer *City of Rio de Janeiro*, with mails, &c., left Yokohama for this port via Inland Sea, Kobe, Nagasaki and Shanghai on the 10th inst., and may be expected here to-morrow.

The O. & C. steamer *Coptic*, with mails, &c., from San Francisco to the 30th ult., via Honolulu, has arrived at Yokohama, and left for this port via Inland Sea, Kobe, Nagasaki and Shanghai on Tuesday morning, the 14th inst.

The T. K. K. steamer *America Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 3rd inst.

The P. M. steamer *City of Peking*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 11th inst.

The Imperial German Mail steamer *Preussen*, carrying the German Mails with dates from Berlin of the 23rd July, left Colombo on Saturday, the 11th inst., and may be expected here on or about Wednesday, the 22nd inst.

The Imperial German Mail steamer *Weimar*, left Kobe via Nagasaki, Shanghai, and Poochoo on Monday, the 13th inst., and may be expected here on or about Wednesday, the 22nd inst.

THE CANADIAN MAIL.
The C. P. R. steamer *Empress of India* arrived at Nagasaki at 7.30 a.m. on Thursday, 16th

inst., and left at 5 p.m. same day for Shanghai, where she is due to arrive at 5 p.m. on Saturday, 18th inst.

The N. P. steamer *Glenogle* sailed from Tacoma for Japan and Hongkong on the 5th inst.

The O. S. S. steamer *Machoon* left Singapore at noon on the 14th inst., and is due in Hongkong on the 18th inst.

The steamer *Arratoon* Apear, from Calcutta, left Singapore for this port on Wednesday morning, 15th inst.

The N. Y. K. steamer *Kasuga Maru* left Kobe via Moji and Nagasaki on the 14th inst., and is expected to arrive here on Tuesday morning, the 21st inst.

The steamer *Saeonia*, from Hamburg, left Singapore for this port on the 14th inst., and may be expected here on or about the 18th inst.

The steamer *Sibiria*, from Hamburg, left Singapore for this port on the 15th inst., and may be expected here on or about the 20th inst.

The N. Y. K. steamer *Kanagawa Maru* (European Line), left Kobe via Moji on Wednesday, the 15th inst., and is expected to arrive in Hongkong on Wednesday, the 22nd inst.

PASSED THE CANAL.
OUTWARD.—3rd July—*Rafte*, *Neuzer*, *Larriaga*, 6th July—*Ango*, *Kirkland*, *Emma*, 10th July—*Carnarvonshire*, *Edna*, 13th July—*Bergonia*, *Odessa*, *Kawachi*, *Mura*, *Rokoby*, 24th July—*Astoria*, *Mogul*, *Radnorshire*, *Saxonia*, *Singapore*, *Yorokawa*, 27th June—*Machoon*, *Bingo Maru*, *Malacca*, *Lady Joyce*, 31st July—*Preussen*, *Noroon*, 3rd August—*Ching Wo*, *Tara*, *Sakata*, *Marquis*, *Pacquehem*, *Yamato*, *Maru*, *Olimpo*, 7th August—*Gisela*, *Reclina*, *Cantonville*, *Flora*, *Hoselido*, 10th August—*Bavaria*, *Glengyle*, *Servin*, *Sanuki Maru*, *Dresden*, *Ulla*, 14th August—*Candia*, *Masegon*, *Hamburg*, *Aachen*, *Charles Roger*, *Moskov*, *Neutung*, *Rhein*, *Sardinia*, *Sirassburg*.

HOMEWARD.—20th July—*Dioned*, 24th July—*Socotra*, 3rd August—*Alemania*, 10th August—*India*, *Ulysses*, 14th August—*Kanagawa Maru*, *Etrichade*, *Mendana*, *Sydney*.

ARRIVALS AT HOME.—*India*, *Bayern*, *Vindobona*, *Imbia Maru*, *Drummond*.

PASSENGERS.
ARRIVED.
Per *Malta*, from Kobe, for London, Mr. Wright and son; from Shanghai, Mr. Jones, infant and amsh, Mr. and Mrs. Clark, Mr. and Mrs. Whitall and infant, Rev. Jackson, Rev. Boulton, Rev. and Mrs. Ford and infant; from Shanghai, for Colombo, Mr. A. W. Willis and Mr. J. Geon; for Hongkong, Per Costa, Mr. Coshin, Mr. Rande, Mr. Freeman, Dr. Parr, Messrs. Harper and Jonk.

DEPARTED.
Per *Nippon Maru*, for Shanghai, Messrs. C. H. Pague, S. A. Jenkinson, J. Weir, Pargo, Dack, J. Morren, J. Rodelberger, and Mrs. Rainold, T. H. Simpson, G. Brookman, W. Bainfield, and S. Carr, for Nagasaki, Mr. and Mrs. W. Frankell, Mr. and Mrs. M. Evenburg, and Mr. Y. M. Oyaki; for Kobe, Mr. T. Sakada, Mrs. K. Hirota and Miss Hazel Stone; for Yokohama, Messrs. R. J. Garard, A. E. Aggar and Mrs. C. W. Vance; for San Francisco, Messrs. A. Suetichard, C. Schlesinger, and J. Deuss.

YUBARI AND SORACHI COALS.
HOKKAIDO TANKO TETSUDO KAISHA.
(HOKKAIDO COLLIERY AND RAILWAY CO.)

CAPITAL 12,000,000 PUT ANNUAL OUTPUT 800,000 TONS.

PORTS OF EXPORT—OTAHU AND MURORAN.

The celebrated Yubari and Sorachi Coals are widely known as the best and most economical Japanese Coals. The Coals can be obtained at Tokyo, Yokohama, Osaka, Minoroan, Shanghai, Hongkong, and other principal ports.

OFFICE: MIYAKI, IDAMACHI, TOKYO, JAPAN.

Telegrams: "TANKO" TOKYO, HUGHES & BOUGH, Agents for Hongkong.

[49]

JOINT STOCK SHARES.

HONGKONG, 16th August.

Stocks.	No. of Shares.	Value.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	20% div. & 10% bonus at 1/11th = \$23.54 for 2nd half year '99	305 p. ct. pr. = \$509
Bank of China & Japan, Ltd.	100,875	28	24	None	21.
Bank of China, Ltd.	1,250	41	41	None	43.5a.
National Bank of China, Ltd.	10,970 A	410	41	2% for 1899	\$27, buyers
Do. Founders' Shares	29,955 B	410	41	2% at 1/11th = \$1.50 for '99	\$27, buyers
Do. Founders' Shares	750	41	41	None	\$20.
MARINE INSURANCES.					
Union Ins. Society, Ltd.	10,000	\$250	\$50	30 p. ct. = \$18 for 1898	\$200, sellers
China Traders Ins. Co., Ltd.	24,000	\$333	\$33	10 p. ct. for 1898	\$27, buyers
North China Ins. Co., Ltd.	5,000	2100	225	10 p. ct. final = 10 p. ct. in all for 1898	Tis. 165, sellers
Yangtze Ins. Assoc., Ltd.	8,000	\$100	\$80	20% = 10 p. ct. for 1897	\$121, sellers
Canton Insurance Office, Ltd.	10,000	\$250	\$50	\$11 for 1898	\$131.
Strait Insurance Co., Ltd.	30,000	\$100	\$20	5 p. ct. for 1895	\$1.
FIRE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$50	\$27 for 1898	\$205, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$20	\$6 for 1898	\$77, sellers
SHIPPING.					
Hongkong, Canton and Amoy S. S. Co., Ltd.	80,000	\$15	\$15	\$1.20 for half year ended 30/6/1900	\$204, buyers
Indo-China S. S. Co., Ltd.	60,000	\$10	\$10	10 p. ct. & 2 p. ct. bonus for '99	\$73, buyers
China & Manila S. S. Co., Ltd.	6,000	\$50	\$50	20 p. ct. for 1899	\$45, old sellers
Do. Ordinary	14,000	\$50	\$10	20 p. ct. for 1899	\$18, sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 p. ct. for year ending 30/6/1900	\$40, buyers
China Mutual S. S. Co., Ltd.	20,000	\$10	\$10	Final 3 p. ct. = 10 p. ct. for 1899 on preference	\$11, buyers
Limited, Preference	20,000	\$10	\$10	10 p. ct. & bonus of 3a. cl. Ord. account '99	\$45, buyers
Do. Ordinary	20,000	\$10	\$10	\$1.05 = 12 p. ct. for year ending 30/6/1900	\$18, sellers
Star Ferry Co., Limited	10,000	\$10	\$10	Int. of 5 p. ct. on account of 1900	\$200, sellers
Shell Transport & Trading Co., Limited	18,000	\$100	\$100	Final of \$5 = \$7 for '99 taken out of Equid. Fund for 1897	\$115, buyers
REFINERIES.					
China Sugar Refining Company, Limited	20,000	\$100	\$100	Final of \$5 = \$7 for '99 taken out of Equid. Fund for 1897	\$38.
Luzon Sugar Refng. Co., Ltd.	7,000	\$100	\$100	Final of \$5 = \$7 for '99 taken out of Equid. Fund for 1897	\$38.
MINING.					
Punjom Mining Co., Ltd.	60,000	\$8	\$8	None	\$53, call
Do. Preference	30,000	\$1	\$1	None	\$21.
Societe Fran. des Charbonnages du Tonkin	16,000	Fr. 250	Fr. 250	None	\$50, buyers
Queens Mines, Limited	400,000	25 cts.	25 cts.	None	15 cents, sellers
Johns Mining and Trading Company, Ltd.	45,000	\$5	\$5	10 p. ct. half year end 31/7/99 (conceded)	\$8, buyers
Ramb Australian Gold Mining Co., Limited	200,000	\$1	\$1	10 p. ct. for 1899	\$57, sellers
Oliver's Freshford Mines, Limited	A 15,000	\$5	\$5	None	\$3.
Great Eastern and Cal. Gold Mining Co., Ltd.	B 45,000	\$5	\$5	None	\$22, sales and sellers
Do. Preference	70,000	\$1	\$1	First year	10 cents, sellers
DOCKS, WAREHOUSES, &c.					
Hongkong Dock Co., Ltd.	12,500	\$125	\$125	10 p. ct. & 12 p. ct. bonus for year ending 31/12/99	512 p. ct. pr. = \$705
Hongkong and Kowloon Wharf and G. Co., Ltd.	20,000	\$50	\$50	10 p. ct. for 1899	\$91, old, buyers
Wanchai Warehouse and Storage Co., Ltd.	2,000	\$100	\$37 1/2	Int. of \$14 on acct. count 1899 = 22 p. ct. for 1899	\$27, buyers
New Amoy Dock Co., Ltd.	4,000	\$80	\$80	22 p. ct. for 1899	\$21, sellers
LANDS, HOTELS & BUILDINGS.					
Hongkong Land Investment and Agency Co., Ltd.	60,000	\$100	\$100	Int. \$3 on acct. 1900	\$150, buyers
Kowloon Land & B. Co., Ltd.	4,000	\$50	\$50	10 p. ct. for 1899	\$251, sellers
West Point Building Company, Limited	12,500	\$50	\$50	Int. \$1.50 on acct. 1900	\$40, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	10 p. ct. for half year ending 31/12/99	\$124, sellers
Humphreys Est. & Fin. Co., Ltd.	55,000	\$10	\$10	5 p. ct. for 1899	\$11, sellers
COTTON MILLS.					
Ewo Cotton, Spinning and Weaving Co., Ltd.	17,500	Ts100	Ts100	13 p. ct. for period ending 31/12/99	Ts. 50
International Cot. Mfg. Co., Ltd.	10,000	Ts100	Ts100	13 p. ct. on account	Ts. 50
Loou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Ts100	Ts100	14 p. ct. on account	Ts. 50
Soy Chee Cotton Spinning Company, Ltd.	2,000	Ts500	Ts500	14 p. ct. for period ending 31/12/99	Ts. 375
Yahloong Cot. Spin. Co., Ltd.	7,500	Ts100	Ts100	None	Ts. 40
Hongkong Cotton Spinning & Weaving Co., Ltd.	12,000	\$100	\$100	None	\$20, sellers
MISCELLANEOUS.					
Green Island Cement Co., Ltd.	60,000	\$10	\$10	10 p. c. for 1900 on Capt.	\$20, buyers
China Borneo Co., Ltd.	7,500	\$20	\$20	Final of 6 p. ct. on acct. 11 p. ct. for 1899	\$153, sellers
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	7 p. ct. for 1899	\$103, sellers
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	10 p. ct. for 1899	\$118.
Hongkong and China Gas Company, Limited	7,000	410	410	10 p. ct. for 1898	\$160, sellers
Hongkong Rop. Mfg. Co., Ltd.	10,000	\$50	\$50	15 p. ct. for 1899	\$48.
Geo. Fenwick & Co., Ltd.	6,000	\$25	\$25	Int. \$2 p. a. on acct. 1900	\$163.
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	\$12 for year end 31/12/99	\$170, buyers
Hongkong High Level Railway Co., Ltd.	1,250	\$100	\$100	30 p. ct. for 1899	\$84.
Dairy Farm Co., Ltd.	10,000	\$71	\$71	6 p. ct. for 1899	\$84.
Carmaclach & Co., Ltd.	2,000	\$25	\$25	\$15 for 1899	\$80.
Hk. & China Bakery Co., Ltd.	600	\$50	\$50	15 p. ct. for 1899	\$20, buyers
Campbell, Moore & Co., Ltd.	1,200	\$10	\$10	12 p. ct. for 1899	\$20, sellers
Bell's Asbestos E. Agcy., Ltd.	10,000	\$1	\$1	10 p. ct. for 1899	\$12, sellers
United Asbestos Oriental Agency, Limited	100,000	\$1	\$1	10 p. ct. for 1899	\$12, sellers
Tobacco Planting Co., Ltd.	10,000	\$5	\$5	None	\$5, sellers
China Financial Loan Co., Ltd.	50,000	\$20	\$20	80 cents for period ending 31/12/99	\$9.50
Mortgage Co., Ltd.	50,000	\$20	\$20	8 p. ct. for 1899	\$10.
Watkins, Limited	1,000	\$10	\$10	8 p. ct. for 1899	\$10.
Universal Trading Co., Ltd.	60,000	\$20	\$20	None	\$5, buyers

THE FIGHTING AT TIENTSIN.

WE HAVE A SMALL QUANTITY OF

PLANS OF TIENTSIN

FOR SALE.

PRICE ... 75 Cents each.

The Plans show the latest extensions in the Foreign Settlements at Tientsin, position of the Public Buildings, &c.

Printed by Messrs. JOHN BATHOLEMEW AND CO., Edinburgh.

"DAILY PRESS" OFFICE, Hongkong, 17th July, 1900. [1900]

QUAN WAH & CO.,

LEADERS IN

ITALIAN MARBLE AND GRANITE MONUMENTS.

DESIGNS & PRICES ON APPLICATION

at No. 1, Queen's Road East, Hongkong

Hongkong, 17th October, 1899. [1899]

WING CHEONG.

Dealers in

JEWELRY, PEARLS, DIAMONDS,

CURIOUS, JADESTONEWARE, CARVED

IVORYWARE, SILKS, and GRASS

CLOTHES.

AND

GENERAL EXPORTERS.</